



# The Canal Zone Philatelist



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## President's Report

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Fourteen years ago I first wrote a report like this for *The Canal Zone Philatelist*. At first I performed the easy cycle of one a year as Vice-President for six years, then threetimes a year as President since 1988. Truly, having to contend with a deadline to get these reports in to your long-suffering Editor is something I will not miss. In this, my final President's Report, I have three themes upon which to touch briefly. I also have some topics that are more appropriately termed personal opinion that I will submit for subsequent issues.

First, after more than a year of discussion, we have reached a tentative understanding with the United Postal Stationery Society to enable the Canal Zone Study Group to publish an updated, expanded version of the *UPSS Postal Stationery of the Canal Zone* issued in 1985. This will allow important new information about Canal Zone postal stationery to be readily available in a single location, including information that has been obtained from the files of the American Bank Note Company.

Second, I want to take this opportunity to thank those CZSG members who have been especially helpful and supportive. There are special thanks to the guidance and enthusiastic support for the CZSG from Dick Salz, and to both Dick and George Stilwell for their unselfish efforts

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## Meeting Notices

A regional meeting of the CZSG will be held at ARIPEX '96 in Mesa, Arizona, Saturday afternoon, January 6, 1996. For time of meeting please check at the show.

WESTPEX '96, San Francisco will also convene a CZSG meeting Saturday afternoon, April 27, 1996.

## The Aborted 1920 Airmail Flight

by Robert J. Karrer, Jr.

In an article in CZP 111:9-12 on the 1925 Army airmail flight to Costa Rica mention was made of earlier flights as well as competition between the military

in defending the nation, but the frugal Congress was loath to part with dollars for national defense. It was felt in some military circles that by exposing the

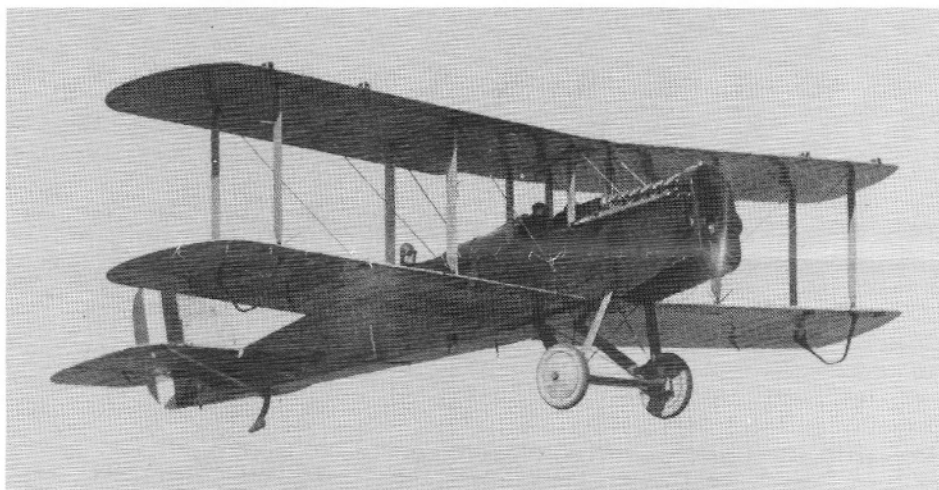


Fig. 1. DH-4 in flight.

services in establishing an international air presence. The purpose of this article is to provide the history surrounding the first official attempt in 1920 of an overseas mail flight from the Canal Zone to Washington, DC, via Jamaica, Havana, and Miami. Details of this flight have not previously been reported in this journal.

In 1918 the Canal Zone Postal Service was deeply involved and indeed likely instigated a Trans-Isthmian "airmail" flight on a military aircraft (DH-4) (CZP 49:25; 51:10; 52:18) (Fig. 1).

The 1918 flight was a high profile affair, with the mail bags mostly being filled with subscriptions to the Liberty Bond drive then coming to a conclusion. By 1920, peace had come and there were a large number of trained pilots and much equipment with little or no use in the new environment. Many in the military had come to realize that air power was destined to play an ever increasing role

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### **Paul J. Kravitz** **1947-1995**

We are sad to report the demise of Paul Kravitz, who passed away in New York City October 19, 1995 after a lengthy illness. He is survived by Mindy, his wife of 25 years, and sons Avi (18) and Aaron (14). Paul taught chemistry and environmental science in the Bronx High School of Science. Mindy, his childhood sweetheart, is an elementary school teacher.



A well known Canal Zone collector and exhibitor, Paul joined CZSG in 1973 and served as Advertising Manager from 1990 to 1992. He was especially interested in the postage due stamps of the Canal Zone. His exhibit "Canal Zone Postage Dues and Usage" received a Vermeil and the Bureau Issues Association Medal at BALPEX in September 1990, and a Vermeil and the CZSG Exhibitor's Medal at ARIPEX in January 1993. At the time of his death the exhibit was being reworked. His knowledge of CZ postage dues was the basis of his article in the last issue of this journal (CZP 116:21-25).

Paul often attended stamp shows in the Greater New York City area. He was usually accompanied by his sons and some of their friends. He took the time to explain philately to the young. On many occasions, Paul would give you a big "Hello" and then quietly suggest which dealers had the type of material you were seeking. Not only did he look for himself but had the generosity to look for material for others. Paul may no longer be with us but his memory will live on.

## President's Report (continued from page 33)

in running the annual Mail Sales. The Editors of the *Canal Zone Philatelist* during this period - Gil Plass, Gary Weiss, Bob Reisinger, and David Leeds - have made tremendous contributions to the CZSG; their service is often underappreciated. Behind the scenes, John Smith toils laboriously to keep the membership roster straight and to enable us to be informed about the activities of the CZSG. He does a spectacular job continuing that done for eons by Al Bew. I also want to thank Dick Larkin and Bill Kuttner, the CZSG Treasurers over this time period, for their careful work to show that we are solvent and capable of providing our membership with the publications developed by our members.

There are many others to whom the organization and I both owe our gratitude. They include previous members of the Board of Directors and of the committees, as well as those who have written handbooks and have contributed to *CZP*, our quarterly journal. Thanks are also due Brad Wilde and Jim Crumpacker, who have served as Vice-President and who have or hopefully will run a Mail Sale. I hereby express my appreciation, and that of the membership, to all those whose enthusiasm for philately in general and Canal Zone stamps and related material in particular is infectious and creates an energetic membership that includes new faces.

On the east coast, two of the greatest supporters of Canal Zone stamps have been Bob Karrer and Paul Kravitz. Bob's enthusiastic support of CZ collectibles is demonstrated by his sharing information in his many publications. Paul's untimely passing this Fall is reported elsewhere in this issue. He was full of ideas about improving "the Club," as he called the CZSG, and his enthusiasm was boundless. It carried over to other things of common interest that we would talk about, such as science projects for his students at the Bronx High School of Science, the introduction of computers to enhance student education, the youth athletic teams on which our children participate, but especially Canal Zone stamps. He had the best ability to spot flyspecks I have ever encountered, and he knew the joy I would experience if they were offered to me. I will miss Paul very much.

My best wishes go to our new President and other officers for the success of CZSG and to all our members - good health and prosperity for the New Year.

## Aborted 1920 Flight (continued from page 33)

general public to the wonders of aviation more support could be generated for developing an aerial arm of increased strength and capability. So in the best "public relations" tradition, the early 1920s saw a steady increase in the use of military pilots and aircraft on path-finding and experimental missions.

In the Canal Zone the first small military air presence had been built from scratch at Coco Solo shortly after the combined submarine/seaplane base had been dredged and filled out of the swamps on the eastern shore of Navy Bay opposite Cristobal-Colon. (The Coco Solo post office opened for service March 1, 1919.)

The Army was also developing a facility at France Field in the early 1920s. (France Field did not open its post office until July 1, 1923.) Proximity to these two air bases surely influenced the publicity-seeking Cristobal Postmaster, Gerald D. Bliss, who was a well known stamp collector and part-time dealer with contacts throughout the philatelic trade both in the United States and abroad. Bliss was very involved in the Trans-Isthmian airmail flight and would continue to do his bit to encourage development of airmail service from the Canal Zone during his career with the Canal Zone Postal Service which terminated with his retirement in February 1934, after some 29 years of service.

In 1920 the need for a more rapid mail service from the Isthmus was evident. This was apparent to both the local military establishment and the Panama Canal authorities. As there were aircraft available it was decided to give it a try. Apparently both the Army and Navy had the same thing in mind: long hops over water to demonstrate the capabilities of their aircraft. However, the Army was

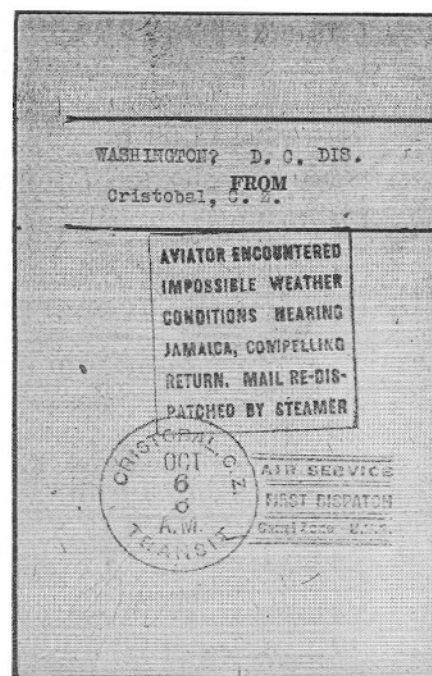


Fig. 2. Facing Slip.

likely more amenable to the persuasive Postmaster Bliss, for they agreed to carry a special dispatch of mail on their flight, which apparently only coincidentally coincided with a Navy flight the same day.

My main source of data on this flight is the *Star & Herald*, an indispensable source for today's researchers wishing to capture the "feel of the times" on the Isthmus. Some of Postmaster Bliss' personal archives are in the hands of philatelists, and also provide valuable insights into this flight.

Initial public notification of the flight was in an October 5, 1920 edition of the *Star & Herald*, although from the tone of the article some inkling of the flight must have been circulating in the Canal Zone for at least a short period.

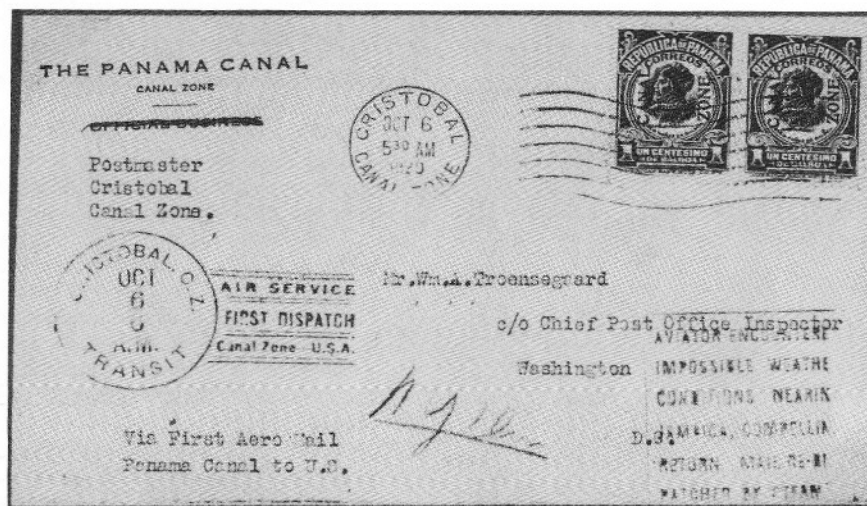


Fig. 3. Typical Cover.

(Continued on page 36)



## Aborted 1920 Flight

(continued from page 35)

"There was a rush and bustle at the Balboa Heights Administration Building yesterday afternoon (October 4) when it was learned that Lieutenant Charles B. Austin of France Field was to attempt a flight to Washington to initiate the air mail service between the Isthmus and the United States.

"Everybody was anxious to get a letter off by this first air mail service and long before 4 o'clock yesterday afternoon, at which time the mails closed for the trip, there was a large number of hastily written notes sealed in envelopes and turned over to the postal authorities at the Heights. Austin will carry only one bag of first class mail which could not exceed fifteen pounds. (The deposit of mails for Austin's flight closed in Cristobal at 8 o'clock last night.)

"Up to 5 o'clock yesterday afternoon, Lieutenant Austin had not received authority to depart but was expecting a cable from Washington momentarily. He said that if he received the cable during the night he would 'hop off' this morning."

Next mention of the flight was in the October 6 issue, when a front page story announced: "AUSTIN STARTS ON FLIGHT TODAY". The article reads:

"Two Sea-planes from Coco Solo will also attempt flight to Jamaica. Eight Eagle boats now patrolling Proposed Course of Flight/ 1st Lt Charles R. Austin to depart 6 Oct as 'there was nothing to stop him except bad weather.' Coincidental this France Field-Washington DC flight to be made by Lt Austin in his single seater DeHaviland Army aeroplane. Two Model F5L sea-planes will be leaving Coco Solo

tomorrow AM also, on a flight to Jamaica. Each of these two naval flying boats will carry four officers from the submarine base. The naval planes are equipped with wireless operators and will keep in continuous communication with each other and with naval boats now strung out along the proposed course of their flight. Eight US Navy Eagle boats are now patrolling the Caribbean between Coco Solo and Jamaica and on two of these boats are weather experts who will communicate to the airmen the probable weather conditions that may be encountered. One of these boats, the tug *Sciota*, is stationed in mid-Caribbean and the other, the *Eagle 4*, is 8 miles off the coast of Jamaica. 'It is just a coincidence that I am leaving on the same day as the Navy planes start for Jamaica, and I am glad of it for I will line my trans-Caribbean voyage from here to Jamaica along that laid by the Eagle boats sent out for the Navy planes,' Lt Austin said yesterday afternoon.

"Letters mailed Tuesday afternoon for Washington will be taken by Lt Austin today, and they will reach Jamaica in about 7 hours after leaving France Field, it is expected, but as the Navy planes are larger and a little slower, they will not reach Jamaica until after Lt Austin does.

"After reaching Jamaica, where he will land on the race course, Lt Austin will take on gasoline and oil and proceed to Cuba the following day alone. After another stop in Cuba, he will commence his long voyage to Washington without either pilot or observer. Lt Austin yesterday said that he had not yet made up any arrangements for his return trip but does not think he will bring back mail, if he returns by aeroplane."

The next day the paper continued the story; again it was on the front page and included some nice photos:

"1st Lt Charles B. Austin left France Field at 6:22 o'clock yesterday morning on what was intended to be the 1st flight from the Isthmus to Washington, and also the first air mail service between the United States and the Canal Zone but after 10 1/2 hours in the air he was forced to return to France Field at 4:45 yesterday afternoon on account of bad weather which affected his propeller and engine.

"When within a distance of approximately 150 miles of Jamaica, the 1st proposed stop, Lieut Austin encountered a terrific rainstorm and very strong winds. He was forced to descend to within 25 ft of

the water in order to see the ocean, so dense was the rain curtain. Without wireless communication, Austin headed on into the storm, while the Navy planes which were to fly as far as Jamaica, advised by the Eagle boats of the danger ahead, returned to Coco Solo safely at 2:30. When in the thick of the storm, 400 miles from France Field, the fabric covering the propeller was torn away by the rain which commenced eating into the propeller itself. Water got into the engine and caused slight machine trouble but the worst damage was the torn fabric which, by this time, was causing severe vibration. 'I thought the vibration would shake the engine out of my machine', Lt Austin said, 'so I was forced to slow down considerably. After an hour's slow progress on the return voyage the vibration was not so bad but for the most part of that hour I did not expect ever to get back,' the Lt said yesterday afternoon in an exhausted tone just as he returned to France Field.

"Only three of the eight Eagle boats along the course of the proposed flight saw Lt Austin's plane yesterday. After passing the 3rd boat visibility was lost on account of the density of the rain..."

"The 15 lbs of mail matter to have been taken to the States by Lt Austin who intended to have carried the 1st air mail between the Isthmus and the United States have been brought back. No plans have been made as to whether or not the flight will be undertaken again.

"Everybody in France Field was on the aviation camp grounds early before 6 o'clock yesterday morning. Officials of the Cristobal Post Office were also there to put the mail on the plane. After bidding good-bye to his wife and friends, Austin jumped into his remodelled single-seater DeHaviland at 6:25 o'clock and with a farewell wave of his hand and a smile on his face, he was off.

[He returned]... "carrying 225 gallons of gasoline, 18 gallons of oil and the sack of mail; had good weather favored Lt Austin he would have reached Jamaica at about 1:30 o'clock yesterday afternoon, if he had made the 550 mile trip there in 7 hours as expected."

Page 4 of the paper had a photo of one of the envelopes Lt Austin carried, with the cachet applied at the end of the flight by Postmaster Bliss at the Cristobal Post Office (Figs. 2 and 3) with the caption 'Mailed Via Aeroplane Route / Here is one of the letters that did not go to Washington by the 1st air mail service from the

(To be continued)

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# American Bank Note Company Archive Canal Zone Specimens -- Checklist

David J. Leeds, James W. Crumpacker, Gary B. Weiss, & Irwin J. Gibbs

This checklist presents an inventory of the American Bank Note Company (ABNCo) Archive Canal Zone Specimen stamps. The list focuses on the stamps and stationery overprinted "SPECIMEN/Specimen" sold by Christie's in their September 12, 1990 Sale. It includes the cancellation impressions of the 13c and 10c map stamps. The listing is by Scott, UPSS, and CZSG numbers whenever possible.

It is suggested that the reader review the general information article presented in CZP115:9//13 as well as the article on a single issue in CZP116:26-29.

Quantities are not final. And, some of the sheets had fragments missing and many damaged stamps have been, or will be, destroyed. Quantities and other information reflect only those lots from Christie's

1990 Auction which were available for close analysis. While this included the considerable bulk of the material some quality items were not available for study.

Although several varieties of the specimen overprints exist (size, font, color), this is of minimal concern for most issues. Details will be provided in separate articles for each issue. On a few stamps where there was more than one printing, each printing is listed as a separate specimen variety. These are easily distinguished by the pencil marked F-numbers on the reverse of all stamps as well as by characteristics of the specimen overprint and stamp which will be described in detail in future articles.

Collectors will tend to affix values with respect to quantities, but several other factors are also important. This makes pricing

a difficult task for several reasons:

■ One of the desirable items is the top block of 20 of each sheet which shows dates, marginal markings, and engraved and handstamped F#s. This means that 20% of the stamps are treated as a single item. Booklet pane availability is also curtailed by the retention by a collector of a set of the booklet panes in complete sheets.

■ Some of the normal stamps are of very high catalog value.

■ Some stamps are of topical interest.

Unfortunately, not enough information has reached the marketplace to evaluate the true worth of these interesting specimens. And, as they become listed in the Scott catalog, they will generate a lot more interest.

## Portraits -- Type I

<u>Proposed</u> <u>No.</u>	<u>Basic</u> <u>No.</u>	<u>Red</u> <u>F#</u>	<u>Eng'vd</u> <u>F#</u>	<u>Q'ty</u>	<u>SPECIMEN OVERPRINT</u>			
31.SA	31.B	1c	2116	None	194	20.0mm	Red	Early printing
31.SB	****	1c	2932	None	98	14.0mm	Ital Red	Late printing
32.SA	32.A	2c	2116	None	200	14.0mm	Ital Red	Early printing
32.SC	32.C	2c	2932	None	200	14.0mm	Ital Red	Late printing
33.SA	33.A	5c	2116	None	200	14.0mm	Ital Red	Early printing
33.SB	33.B	5c	2932	2896 (2)	200	14.0mm	Ital Red	Late printing
[Note: Numbers and letters in parens ( ) are plate engraved, reversed.]								
34.S	34	8c	2116	None	289	20.0mm	Red	Early printing
35.S	35	10c	2116	None	100	20.0mm	Red	Early printing

## 10c and 13c Maps (& w/o CZ overprint)

36.S	36	13c	2171	None	289	14.0mm	Ital Red	
36.SA		13c	9756	None	100	Green	Cancellation	Impression Sheet
37.S	37	10c	2932	None	299	14.0mm	Ital Red	
37.SA		10c	9756	None	100	Green	Cancellation	Impression Sheet
[Note: F#s for the cancellation impression map stamps are a gray handstamp, and blue pen manuscript.]								

## Portraits -- Type II

38.SA	38.B	1c	3634	None	100	20.0mm	Red	
38.SB	38.B	1c	4068	3843 (2)	200	11.2mm	Red	
38.SC	38.B	1c	4709	3843 (2)	298	13.8mm	Red	
38.SD	38.B	1c	4943	3843 (2)	300	14.0mm	Red	
39.SA	39.A	2c	3397	3397 (2)	200	20.0mm	Blue	Early printing
39.SB	39	2c	3634	3397 (2)	100	20.0mm	Blue	Late printing
39.SC	39	2c			97	20.0mm	Blue	Date unknown
39.SD	39	2c	4068	4068 (3)	300	20.0mm	Red	
39.SE	39	2c	4594	4068 (3)	300	13.8mm	Blue	Late printing
39.SF	39	2c	4998	4068 (3)	300	14.2mm	Ital Red	Late printing
39.SG	39	2c	5377	4068 (3)	300	14.2mm	Blue	Late printing

(Continued on page 38)

# ABNCo Archive Canal Zone Specimens

(Continued from page 37)

<u>Proposed</u> <u>No.</u>	<u>Basic</u> <u>No.</u>	<u>Red</u> <u>F#</u>	<u>Eng'vd</u> <u>F#</u>	<u>Q'ty</u>	<u>SPECIMEN OVERPRINT</u>
39c.SA 39c	2c	4853	4853	48 panes 14.2mm	Blue Two full sheets.
39c.SB 39c	2c	5378	4853	36 panes 14.2mm	Blue
40.SA 40.A	5c	3397	(3)	196 20.0mm	Red Early printing
40.SB 40.B	5c	3634	(3)	196 20.0mm	Red Late printing
40.SC 40.B	5c	4068	(3)	200 11.3mm	Red Late printing
40.SD 40.B	5c	4736	4736 (4)	200 13.8mm Ital	Red Late printing
40.SE 40.B	5c	5181	4736 (4)	300 14.2mm Ital	Red Late printing
41.S 41	10c	4814	None	300 14.1mm	Red

## 1915 Exposition Pictorials

42.S 42	1c	4243	4243	293 13.8mm	Red
43.S 43	2c	4244	4244	294 13.8mm	Red
44.S 44	5c	4243	4243	294 13.8mm	Red
45.S 45	10c	4243	4243	294 13.8mm	Red

## 1919 New Denomination Pictorials

49.S 49	12c	5082	5082	388 14.2mm	Red
50.S 50	15c	5082	5082	300 14.2mm	Red
51.S 51	24c	5082	5082	300 14.2mm	Red

## Portraits -- Type IV

52.SA 52	1c	5448	3843 (2)	300 14.2mm	Red
52.SB 52	1c	5968	5634 (2A, 3A)	300 13.8mm	Red
52b.S 52b	1c	5449	4853	48 panes 14.2mm	Red
53.SA 53	2c	5656	4068 (3)	300 14.2mm	Blue
53.SB 53	2c	5967	4068 (3)	300 14.2mm	Blue
53c.SA 53c	2c	5449	4853	48 panes 14.2mm	Red
53c.SB 53c	2c	5966	4853	24 panes 13.8mm	Red
53c.SC 53c	2c	6408	4853	48 panes 15.3mm	Red
54.S 54	5c	6233	4736 (4)	300 13.8mm	Red

## Portraits -- Type V

55.S 55	1c	6566	6566	300 13.7mm	Red
55e.S 55e	1c	6569	4853	36 panes 13.8mm	Red
56.SA 56	2c	6407	4068 (3)	300 13.7mm	Red
56.SB 56	2c	6565	4068	100 13.7mm	Red
56.SC 56	2c	7289	4068 (3)	300 11.2mm	Red
56g.S 56g	2c	6569	4853	48 panes 13.8mm	Red
57.S 57	5c	6566	6566 (5)	300 13.7mm	Red

## High Value Pictorials

58.S 58	50c	6272	6272/6267	285 15.3mm	Red
59.S 59	B/1	6272	6272	273 15.3mm	Red

## 1921 Independence Issue

60.S 60	1c	6785	6785 (1A)	300 11.2mm	Red
60b.S 60b	1c	6781	6781 46 panes	11.2mm	Red
Covers, Style D, fronts & backs, Pink, 12 panes Punched "SPECIMEN A.B.N.Co."					
61.S 61	2c	6785	6785 (2A)	300 11.2mm	Red
61f.S 61f	2c	6781	6781 47 panes	11.2mm	Red
Covers, Style D., fronts & backs, Blue, 12 panes Punched "SPECIMEN A.B.N.Co."					
62.S 62	5c	6785	6785	300 11.2mm	Red
63.S 63	10c	6784	6784	200 11.2mm	Red
64.S 64	15c	6784	6784	200 11.2mm	Red
65.S 65	24c	6784	6784	200 11.2mm	Red
66.S 66	50c	6784	6784	200 11.2mm	Red

(Continued on page 39)

# ABNCo Archive Canal Zone Specimens

(Continued from page 38)

Proposed No.	Basic No.	Red F#	Eng'vd F#	Q'ty	SPECIMEN OVERPRINT
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## 1924 Coat of Arms

68.S	68	1c	7427	7427 (2A)	300 11.2mm Red
68a.S	***	1c	7428	7428	69 panes 11.2mm Red
69.S	69	2c	7427	7427	194 11.2mm Red
69a.S	***	2c	7428	7428	71 panes 11.2mm Red
69.AS	69.A	5c	7427	7427	300 11.2mm Red
69.BS	69.B	10c	7427	7427	300 11.2mm Red
69.CS	69.C	12c	7427	7427	300 11.2mm Red
69.DS	69.D	15c	7427	7427	300 11.2mm Red
69.ES	69.E	24c	7427	7427	300 11.2mm Red
69.FS	69.F	50c	7427	7427	300 11.2mm Red
69.GS	69.G	B/1	7427	7427	300 11.2mm Red

## Postage Dues

J4.S	J4	1c	4484	4484	300 19.8mm Red
J5.SA	J5	2c	4484	4484	200 19.8mm Red
J5.SB	J5	2c	4484	4484	100 13.8mm Red
J6.S	J6	10c	4484	[ ]	89 13.7mm Red
J8.SA	J8	2/2c	5182	4484	300 14.2mm Red
J8.SB	J8	2/2c	6234	4484	300 13.8mm Red
J8A.S	***	4/4c	6234	4484	300 13.8mm Red Unissued
J9.S	J9	10/10c	5182	4484	300 14.3mm Red
J11A.S	***	1/1c	7149	4484	300 11.2mm Red

[Formerly listed as Scott No. J4b]

## Postal Stationery

U1.S	U1	1c		UPSS-1	14 pieces total
U1.SA			4867		3 26.0mm Red "SPECIMEN"; 2 small holes; 1- "...ISSUE ROOM..." handstamp; 1- Index Card.
U1.SB			4966		3 26.0mm Red SPECIMEN; 2 small holes; 1- "...ISSUE ROOM..." handstamp.
U1.SC			6236		2 Unpunched; 1- "...ISSUE ROOM..." handstamp.
U1.SD			6568		6 Perforated "SPECIMEN A.B.N.Co."; 1- "...ISSUE ROOM..." handstamp.
U2.S	U2	2c		UPSS-2	9 pieces total
U2.SA			4867		2 26.0mm Red "SPECIMEN"; 2 small holes; 1 with Index Card.
U2.SB			6236		2 Unpunched
U2.SC			6568		2 Perforated "SPECIMEN A.B.N.Co."
U2.SD			7290		3 Perforated "SPECIMEN A.B.N.Co." 1- "...ISSUE ROOM..." handstamp.
U4.S	U4	2c		UPSS-4	6 pieces total
U4.SA			6782		1 26.0mm Red "SPECIMEN"; Unpunched; with Index Card.
U4.SB			7113		5 Perforated "SPECIMEN A.B.N.Co." 1- "...ISSUE ROOM..." handstamp.
U5.S	U5	2C	7429	UPSS-5	4 Perforated "SPECIMEN A.B.N.Co." 1- "...RECORD & SPECIMEN DEPT..." handstamp.
U5.AS	***	1c	7429	****	1 1c as U5, Unissued; Perforated "SPECIMEN A.B.N.Co."; with Index card.

(Continued on page 40)



# ABNCo Archive Canal Zone Specimens

(Continued from page 39)

Proposed No.	Basic No.	Red F#	Eng'vd F#	Q'ty	SPECIMEN OVERPRINT
UX4.SA	UX4	1c		UPSS-S10	5 pieces total
UX4.SAA		3415		2	27.0mm Red "SPECIMEN"; Punched 2 small holes; 1- "...ISSUE ROOM..." handstamp.
UX4.SAB		4335		1	26.5mm Red "SPECIMEN"; Punched 2 small holes
UX4.SAC		4803		2	23.0mm Red "SPECIMEN"; Punched 2 small holes 2- "...ISSUE ROOM..." handstamp.
UX4.SB	UX4	1c		UPSS-S11	13 pieces total
UX4.SBA		5268		2	26.0mm Red "SPECIMEN"; Punched 2 small holes.
UX4.SBB		5657		4	Perforated "SPECIMEN"; 1- "...ISSUE ROOM..." handstamp.
UX4.SBC		6235		4	Perforated "SPECIMEN A.B.N.Co."; 1- "...ISSUE ROOM..." handstamp.
UX4.SBD		6567		3	Unpunched; Light green shade; 1- "...ISSUE ROOM..." handstamp.
UX5.S	UX5	1c	6783	UPSS-S12	4
					26.0MM Red "SPECIMEN" handstamp 1- "...ISSUE ROOM..." handstamp.
UX6.S	UX6	1c	7430	UPSS-S13	3
					Perforated "SPECIMEN A.B.N.Co." 1- "...ISSUE ROOM..." handstamp; 1- Index Card.

## Holiday Greetings & Happy New Year!

### POSTAL HISTORY

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## Earliest Use of Scott No. 90

The earliest use of the 15¢ Sharp A, Scott No. 90, was last reported as November 30, 1925 (CZP 19:13) and was called a first day. Now, almost a quarter of a century later, the date is advanced by two days.

In a recent mail auction, a registered cover franked with Scott Nos. 73 and 90 with Ancon registry markings of November 28, 1925 was offered for sale. The auctioneer described the item as a very early use and suggested that it might possibly be the earliest known use. The sale price was \$172.50 including commission.

Interestingly, the return address is M. Rodgers, a stamp dealer responsible for several other first days (and earliest known usages) of this series (see CZP 93:31). Perhaps this is a first day; only time will tell whether a still earlier usage shows up.

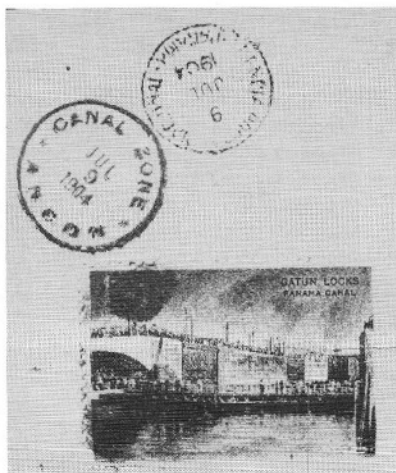
G.B. Weiss

## Inbound Mail: Brazil

The picture post card appears to be normal for the period. Origin, Santos, Brazil November 8, 1908; Rio de Janeiro November 10. Colon Transit, December 14; Gorgona December 15, 7:30am; redirected to Cristobal, received 9am December 15. The only problem is the 5 weeks between Rio and Colon. It could have gone to any of a dozen ports en route. Via New York may have been the fastest way. Since it is addressed to the Republic of Panama, the Colon Transit marking is appropriate. Franking is 100 Brazilian reis. Strangely enough, the other side of the card asks for mail to be sent from Paraiso.

## Panama Canal Labels IV

Another Panama Canal label has turned up, this as an add-on to a first issue cover supplied by Robert Miller of the Pittsburgh Stamp Company. The cover has a 10¢ Scott #3, dated Cristobal July 9, 1904. The cover is in every way genuine and normal. It is addressed to the American Consulate in Panama City and has backstamps of Ancon and Panama City, all July 9th. In addition, the back is graced by a full color perforated label 55 x 38mm. The subject of the design is from a photograph of the Atlantic approach to the Gatun Locks, loaded with people watching what appears to be the first transit of a ship through the locks. This did not happen until 10 years after the cover was posted, so while the label is related to the Canal, it is absolutely foreign to the First Issue cover. This is a bit of an extraneous novelty that should be removed.



1914 Label.

## UX4 Addenda

A definitive article on the 1912 1c postal card was published in CZP 112:17. Since that time additional information has been uncovered with respect to the Print Dates of two of the printings of the Type II card. The date for F6235 is 01/08/20; F6567 is dated 10/22/20. These dates should be added to the table on page 18 of the original article.

Irwin J. Gibbs

## Book Reviews

by David L. Farnsworth

*Operation Just Cause: The Storming of Panama* by Thomas Donnelly, Margaret Roth, and Caleb Baker with a foreword by Gen. Maxwell R. Thurman, USA (Ret.) (New York: Lexington Books, 1991) (ISBN 0-669-24975-0), 453 pages + 16 unnumbered glossy pages containing 25 photographs, \$24.95.

*Just Cause: The Real Story of America's High-Tech Invasion of Panama* by Malcolm McConnell (New York: St. Martin's Press, 1991) (ISBN 0-312-06383-0), 307 pages + 16 unnumbered glossy pages containing 34 photographs, \$22.95.

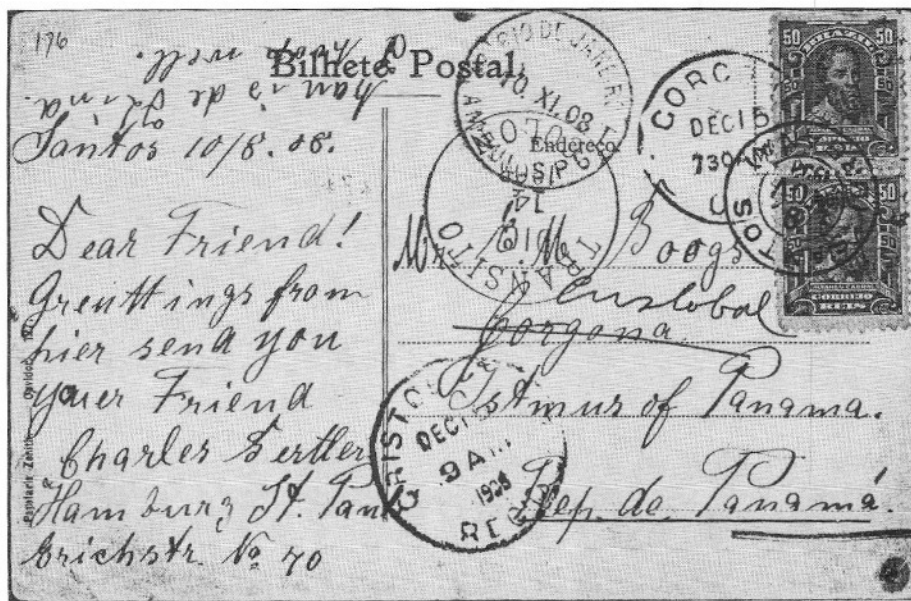
*Battle for Panama: Inside Operation Just Cause* by Lt. Gen. Edward M. Flanagan, Jr., USA (Ret.) with a foreword by Gen. Maxwell R. Thurman, USA (Ret.) (Washington: Brassey's (US), Inc., 1993) (ISBN 0-02-881039-2), 251 + xix pages, \$25.00.

All three of these books are excellent. The authors are experienced writers who tell the story of Just Cause well. In some ways the books are similar, so reading one might be sufficient. They concentrate on the military events of December 19-20, 1989 in Panama. Combat details are presented in an exciting and lively way.

The book by Donnelly *et al.* has more material on the build-up to the invasion and the situation in Panama for many months afterward. Politics between the United States and Panama and also within the U.S. government in the two years before the invasion are nicely covered. The epilogue and conclusion are thoughtful and unusual. Controversies and problems are frankly discussed throughout. Besides the photographs, there are many helpful local maps of scenes of the fighting.

The McConnell book focuses almost exclusively on the combat. In that way it is more one-dimensional. It is honest about the difficulties and uncertainties the United States military faced. At the same time the text may be described as "gung ho." This is the most exciting of the three books.

The Flanagan book is packed with information. It focuses on the hours of combat but covers preparations and background of the operation, too. This book is in the Association of the U.S. Army (AUSA) book series. The text exhibits great admiration and enthusiasm for the U.S. military's performance in "Just Cause."



Inbound Mail, from Brazil, 1908.

# Census: 2-Centavo Salmon Error Cover Booklets

by Richard Larkin

Owners of examples of the Canal Zone booklet containing panes of Scott #32c (2 ctvo. Type I), but bound in salmon colored covers printed as for 1 ctvo. panes, are requested to furnish information about them for a Canal Zone Study Group Census.

Results will be published; privacy will be maintained. If you wish to remain completely anonymous, that is OK.

Please answer the following for each booklet or set of covers from this booklet that you own or know the whereabouts of; if you can, send a photocopy (enlarged, if possible) of the outside front cover of your booklet or covers. These photocopies will be used to try to plate the booklets. (If your cover has stray marks not part of the original printing, please note same on photocopy so I do not try to plate them.) If you cannot obtain a photocopy, describe anything that is notable about the front cover, e.g., broken letters or circles, orientation of the "clock" - does it tilt to the left, or the right?, etc.

\* \* \* \* \*

This booklet consists of:

Covers, including 4 panes \_\_\_\_\_

Covers, fewer than 4 panes \_\_\_\_\_

(Number of panes: \_\_\_\_\_)

Loose covers \_\_\_\_\_

(If any panes came

with them, number \_\_\_\_\_)

Are the panes stuck to the interleaves?

Yes \_\_\_\_\_ No \_\_\_\_\_

Is back cover inverted with respect to front cover?

Yes \_\_\_\_\_ No \_\_\_\_\_

Where is the stitching relative to the panes?

Top \_\_\_\_\_ Bottom \_\_\_\_\_

(2 x 3 "tall" panes); or

Left \_\_\_\_\_ Right \_\_\_\_\_

(3 x 2 "squatty" panes).

When acquired?

(Month/Year) \_\_\_\_\_

Where acquired? (Auction house name or "Private Sale") \_\_\_\_\_

Do you know anything of its history (former owners, etc.)?

(Optional): Your cost? (incl. 10% surcharge, if applicable): \$ \_\_\_\_\_

What sheet position are the panes in the booklet? (see *Canal Zone Stamps*, page 265.) Circle one letter:

Stitching at top:

Pos. A: 2 Centesimos No. roughly centered in selvage;

Pos. B: (Nothing in selvage);

Pos. C: Inverted T in middle of selvage;

Pos. D: FOR 2 CENTESI  
REPUBLICA DE PA

roughly centered  
in selvage;

Pos. E: MOS in selvage  
NAMA over left stamp.

Stitching at left:

Pos. F: Sideways L, lower  
selvage edge;

Pos. G: Backwards, sideways L in  
selvage at upper edge.

Stitching at right:

Pos. H: Backwards, sideways L in  
selvage at lower edge;

Pos. I: Sideways L in selvage at  
upper edge.

Stitching at bottom:

Pos. J, K, M, N: Nothing in selvage;

Pos. L: Upright T in middle of  
selvage.

Before reporting that there is "nothing" in the selvage, please check the part of the selvage "outside" and "inside" near the stitching by carefully lifting the cover slightly away from the top pane. You may photocopy this page, or just write out the descriptions.

Please send information to Richard Larkin, 3110 Fairview Park Dr, #300, Falls Church, VA 22042.

## Auctions

by Jim Crumpacker

This report covers auctions which took place in the third quarter, July 1 through Sept. 30, 1995. It was the worst overall quarter for Canal Zone offerings in the last two years with only a couple of auction houses having a sale inclusive of both breadth and balance. Quality individual items were, however, available.

The catalog value from Scott's Specialized 1995 is given in parentheses following the selling price; any commission is included. The 1996 catalog is expected to use a "very fine" pricing standard so the results in this issue should be our last usage of the previous "fine to very fine" criterion.

A separate report appears on our own CZSG Mail Sale No. 24 held in September.

1, OG, H, F \$265 (\$450) Harmer

1d, PANAMA reading down and up, slightly trop., OG, H, F, \$299 (\$550) Ivy & Mader

2, SE copy on sl. reduced cover 7/2/04 Gorgona to Cristobal, \$330 (\$225) Cherrystone

3a, CANAL ZONE inverted, dull OG, H, VF \$374 (\$550) Harmer

4, pl. bl. 6 with imprint, OG, NH, VF \$1610 (875) Christie's

7, OG, NH, F+ \$115 (\$160) Regency

14a, ZONE antique, dull OG, H, F in bl. 4 with 3 normals \$633 (1075) Harmer

15, TG, H, VF \$2420 (\$2400) Suburban

18, bl. 4 (two with PANAMAs 14.75mm long) on cover 9/1/06 Ancon Sta. A to U.S., VF \$776 (no cat. val.) Drews

20a, CANAL antique, OG, H, F in pair with normal \$161 (\$240) Harmer

32c, complete booklet of 4 panes, salmon covers for the 1c in error (CZSG 32c.6) OG, NH, VF \$2640 (\$3200) Cherrystone

33a, double overprint, OG, H, VF margin copy \$297 (\$300) Paradise Valley

39e, inverted center and inverted overprint, used, F \$506 (\$850) Suburban

48, sl. dried OG, H, F \$311 (\$550) Ivy & Mader

54, OG, NH, F+-VF \$276 (\$200) Ivy & Mader

60b, booklet pane of 6, TG, H, F+-VF \$578 (\$825) Suburban

62a, inverted overprint, OG, NH, F-VF margin copy \$98 (\$60) Regency

67, TG, H, VF \$275 (\$500) Paradise Valley

71b, ZONE inverted, OG, NH, VF in bl. 9 with 8 normals \$363 (\$360) Suburban

71d, ZONE CANAL, TG, H, F \$242 (\$450) Kukstis

84a, CANAL only, OG, H, VG \$834 (\$1250) Ivy & Mader

84b, ZONE CANAL, OG, NH, VF \$334 (\$250) Ivy & Mader

85a, ZONE ZONE, OG, NH, F+-VF \$575 (\$500) Christie's

86h, CANAL only, and 86e, ZONE CANAL, sl. dist. OG, H, F-VF in bl. 15 with 13 others having angled overprints \$1995 (\$2624) Drews

91a ZONE only, OG, H, F+ margin copy \$719 (\$800) Ivy & Mader

93, pl. bl. of 6, OG, H, F-VF \$196 (\$250) Harmer

J20, bl. of 4 with pl. #, 3mm spacing, OG, NH, F+-VF \$403 (\$550) Harmer

O8, CTO, OG, H, VF \$403 (\$600) Ivy & Mader

UF1a, (UPSS R4) unused, F-VF \$990 (\$1000) Newman

Please obtain addresses from previous issues of this journal, and mention CZP when requesting catalogs.

Wanted

## Canal Zone Quantity Information

Researcher seeking  
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shipped during  
1973-1979

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## CZSG Mail Sale

by Jim Crumpacker

This column covers our annual CZSG Mail Sale No. 24 which closed out the summer season, offering 971 lots and unusual depth.

Among the best sellers were common stamps in uncommon condition. Also, the Specimen overprinted issues sold much better than in previous years and the many errors and varieties sometimes brought above-catalog realizations.

The Sale price is given first followed by the catalog value (Scott's Specialized 1995) in parenthesis. There is never any buyer's commission in our CZSG Mail Sales.

- 1, OG, NH, F-VF \$420 (\$450)
- 2, dull OG, H, VF \$210 (\$200)
- 10a, CANAL ZONE inverted, OG, NH, F-VF \$140 (\$200)
- 11, OG, NH, XF \$22 (\$6.50)
- 12c, CANAL ZONE double, OG, HR, VF Stage I \$360 (\$500)
- 13a, CANAL antique, OG, NH, F in bl. 4 with 3 normals \$80 (\$278)
- 14a, ZONE antique, OG, HR, F-VF in pair with normal \$550 (\$1025)
- 15 var., PANAMAs 16mm long, OG, NH, F-VF \$1900 (\$2750)
- 19a, CANAL antique, OG, H, F \$140 (\$200)
- 20, Essay on PANAMA #18, TG, H, F-VF \$200 (no c.v.)
- 22a, horiz. pair imperf. between, OG, LH, VF+ \$950 (\$1200)
- 22e, double overprint, dry OG, VF \$170 (\$275)
- 23b, vertical pair, one without overprint, OG, NH, F-VF \$1900 (\$1750)
- 24c, double overprint, dull OG, NH, F-VF \$280 (\$400)
- 32c, booklet pane of 6, TG, HR's, light toning with part "T" plate marking, F-VF \$575 (\$800)
- 39a, horiz. pair, one without overprint, TG, NH, VF \$1300 (\$1500)
- 46, OG, NH, VF 1st pr. \$125 (\$150)
- 46, used, F-VF 2nd pr. \$70 (\$160)
- 47, OG, NH, VG \$750 (\$2400)
- 47, used, VF \$95 (\$90)
- 48, OG, NH, VF margin copy, 1st pr. \$400 (\$550)
- 53, OG, NH, F \$56 (\$110)
- 53, used, partial Monte Lirio cancel, faults including tear, \$58 (\$n/a)
- 55a, overprint reading down, OG, NH, VF \$145 (\$200)
- 56a, double overprint, OG, H, F+VF margin copy \$380 (\$500)
- 56e, CANAL double, OG (one skip), H, F-VF margin copy in pair w/normal \$800 (\$1000)

- 58, OG, NH, F-VF \$160 (\$250)
- 67, OG (sl. brownish), H, F+VF \$360 (\$500)
- 67a, ZONE CANAL reading down, and 67b, ZONE only, OG, LH, former VG and latter just F, in pair \$2000 (\$2500)
- 71d, ZONE CANAL, OG, H, F \$200 (\$450)
- 74, pl. bl. of 6, #15148-L, OG, NH, F-VF \$220 (\$325)
- 84, OG, NH, F-VF \$32 (\$27.50)
- 86, wrong font CANAL, OG, H F+ (few blunt perfs.) \$360 (no c.v.)
- 91a, ZONE only, and 91c, ZONE CANAL, OG, HR, F in pair with margin \$750 (\$1000)
- 94, OG, NH, VF \$220 (\$250)
- 95, wrong font CANAL, OG, HR, F+ \$260 (no c.v.)
- C3, pl. bl. of 6, #115185-L, OG, NH, F-VF \$95 (\$115)
- C25a, horiz. pair imperf. between, OG (usual bends), NH, F-VF \$600 (\$900)
- CO8, CTO, OG, NH, F \$90 (\$150)
- CO14a, inverted overprint, CTO (also invt'd), NG, F+ \$1600 (\$2500)
- J1, pl. bl. of 8, #5510 with star and imprint, 3mm spacing, OG, NH, F-VF \$675 (\$790)
- J2, OG, NH, VF \$150 (\$210)
- J3, OG, H, VF \$380 (\$750)
- J4, used, 10mm spacing, CZSG J4.1, F \$38 (no c.v.)
- J19, pl. bl. of 6, #14599-R, OG (dry), NH, F-VF \$160 (\$140)
- J20, OG, HR, VF 2nd pr. \$100 (\$130)
- O7, A under L var., CZSG O7.2, OG, NH, F-VF \$72 (no c.v.)
- O8, CTO, OG, NH, F \$320 (\$600)
- OX2b, complete sheet of 8, cliches 1½ mm apart horiz., no gum as issued, VF \$700 (\$1600)
- C9, perfin PSN, used, F \$24 (no c.v.)
- 54, perf. "P", used, F-VF \$40 (no c.v.)
- 67, perf. "P", used, F \$210 (no c.v.)
- 68, perf. "P", used, VF \$180 (no c.v.)
- U7, (UPSS 7a), VF \$80 (\$85 UPSS)
- U9, (UPSS 12), used, Corozal c/c and cancel to US, F \$62 (\$15)
- U12, (UPSS 31) VF \$115 (\$225)
- U15, (UPSS 37), VF \$160 (\$250)
- UC1, (UPSS A3), VF \$110 (\$135)
- UF1, (UPSS R1), used 1919, with # 53 to US, F-VF \$1300 (\$1900)
- UX2, (UPSS S3), VF \$160 (\$190)
- UX3, (UPSS S6b), Bohio HS-2a, used 1911 to US, VF \$78 (\$70)
- UX4, (UPSS S10), pre-printed XMAS message, (UPSS CS 4), VF \$340 (\$160)
- 18, F, with #9, F-VF pair, Ancon Sta. A, on VF Reg. cover 1908 to US \$170 (\$225)
- 24, F-VF on VF cover 1909 to Germany \$90 (\$40)
- 31, pair paying postage due 1913 from Straits Settlements (with 4 of their stamps), on F cover to Empire \$240 (no c.v.)
- 117a, F-VF complete booklet pane of 6, with tab, Pos. F, on VF censored cover Balboa 1942 to US \$140 (no c.v.)

- C1, C3, C5 and US C 13 on VF cover Crist. 5/22/30, cachets, Zeppelin NYC to Friedrichshafen, Sieger #64-III \$1600 (\$1600)
- CZ-2 (failed 1920 flight which neared Jamaica), with #42 and 52 on cover, F-VF \$260 (\$150)

## Bliss Dues Questions

Two intriguing questions developed in editing Paul Kravitz' article on the Bliss Postage Due Provisionals (CZP 116:21-25).

The first was on the estimated quantities. Kravitz' contention, based on Bliss' comment was that there were "thousands each month". The reviewers were split, leaning toward "hundreds" or even a "few hundred" each month. The final number reflected the heavy hand of the Editor. My basis is given in the article in a note in the second paragraph. The several of us that participated in the review and edit of the article would welcome additional comment, especially from anyone who has data on quantities, or postage due receipts. They must have been reported somewhere.

The second item was in the use of individual post office boxes. When did these first come into use in the Canal Zone? Several collections have been searched for the early use of the post office box number in the return address. One undocumented report states that boxes were in use in 1915. Neither the first installation of boxes, nor the first use of the numbers as addresses has been documented. Please submit photocopies of anything showing these numbers dated 1915 or before.

Also, since both the covers and stamps of the Bliss dues are so uncommon any additional examples submitted will be illustrated.

David J. Leeds

## Book Review

by David L. Farnsworth

*Panama: The Truth about the U.S. Invasion* by Cindy Jaquith, Don Rojas, Nils Castro, and Fidel Castro (New York: Pathfinder Press, 1990) (ISBN 0-87348-582-3), 44 pages, paperbound, \$3.50.

Yes, the fourth author is the Fidel Castro. Each author wrote a chapter. The book's point of view may be epitomized by the following sentence from the introduction: "Resistance to the invasion was led by Panama's working people, organized in the Dignity Battalions."

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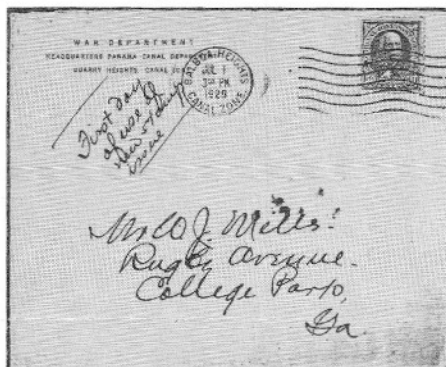
## 50¢ Blackburn FDC

In 1928 the Canal Zone started a permanent series of postage stamps. Without question the toughest of this series to find on a first day cover is Scott No. 114, the 50¢ Blackburn.

Even though it is the second longest running stamp in Canal Zone history few examples of its use on the first day exist. One reason for its scarcity may be due to it being an unaffordable 50¢, a goodly sum in 1929. Also, there was little advance publicity.

The Scott catalog has recently begun to advance its prices on covers approaching market values. It currently lists at \$45. Purchase at that price would be one of your best investments. It has never appeared in a CZSG mail sale and I have not seen it offered at any auction.

Joseph Clay Styles Blackburn, a former Senator from Kentucky, was the Chief of Civil Administration with the Isthmian Canal Commission.



50¢ Blackburn First Day Cover.

Other scarce first day covers from this issue are Scott Nos. 108 and 109, the 10¢ Hodges and 12¢ Gaillard; Nos. 111 and 112, the 15¢ Smith and 20¢ Rousseau. Rarely are these gems listed and they demand a hefty price when they can be found.

John C. Smith

## Winners

Omaha Stamp Show, Omaha Philatelic Society, Omaha, NE, September 1-3, Silver Award to R.C. Dreibus, "Canal Zone Covers."

HOUPLEX'95, Houston Philatelic Society, Houston, TX, Sept. 15-17, Single Frame Grand Award (and Silver) to Anonymous, "Canal Zone Special Delivery."

11th Annual Stamp Show, Humboldt Stamp Collectors Club, Eureka, CA, October 14-15, Silver Award to Len Lukens, "Air Mail — Canal Zone."

CHICAGOPEX'95, Chicago Philatelic Society, Chicago, IL, November 17-19, Silver Medal to David J. Leeds, Editor, "The Canal Zone Philatelist."

## CZP Silver Award

The Canal Zone Philatelist was awarded a Silver Medal in the Periodical Literature section at CHICAGOPEX'95. The show, sponsored by the Chicago Philatelic Society was at Rosemont, Illinois, November 17-19.

The only suggestions of the Judges:

- Larger headline type
- Large and more readable type
- List of officers
- Table of contents

There was no comment or recognition of philatelic aspects of the journal — originality, significance, depth of research — areas in which the Editor feels we excel.

The names and addresses of the President, Secretary, and Editor appear in each issue; the other officers are mentioned annually.

The suggestion with respect to a table of contents is being implemented in this issue, with a front page box, "In This Issue."

Comment from our readers will be welcomed.

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David J. Leeds, P.O. Box 491472, Los Angeles, CA 90049

Managing Editor (Name and Complete Mailing Address):

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7. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box.

None

8. For completion by nonprofit organizations authorized to mail at nonprofit rates. The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes: (Check one)

☐ Has Not Changed During Preceding 12 Months

☐ Has Changed During Preceding 12 Months

(If changed, publisher must submit explanation of change with this statement.)

PS Form 3526, October 1994 (See Instructions on Reverse)

9. Publication Title: The Canal Zone Philatelist

10. Issue Date for Circulation Data Below: 2nd, Quarter 1995 (1/21/95)

11. Extent and Nature of Circulation

Average No. Copies Each Issue During Preceding 12 Months

Annual No. Copies of Single Issue Published Nearest to Filing Date

1. Total No. Copies (Net Press Run)

1,000 1,000

2. Paid and Unpaid Distribution

(1) Sales Through Dealers and Carriers, Street Vendors, and Counter Sales

0 0

(2) Paid or Unpaid Mail Subscriptions (Include Advertisers' Proof Copies/Exchange Copies)

867 845

3. Total Paid and Unpaid Distribution (Sum of 11b(1) and 11b(2))

867 845

4. Free Distribution by Mail (Samples, Complimentary, and Other Free)

15 15

5. Free Distribution Outside the Mail (Carriers or Other Means)

0 0

6. Total Free Distribution (Sum of 11d(4) and 11d(5))

15 15

7. Total Distribution (Sum of 11c(3) and 11d(6))

882 860

8. Copies Not Distributed

(1) Office Use, Leftovers, Spoiled

118 140

(2) Return from News Agents

0 0

9. Total (Sum of 11e(7), 11e(8), and 11e(9))

1,000 1,000

Percent Paid and Unpaid Distribution (11c(3) / 11e(9))

88.2% 86.0%

10. This Statement of Ownership will be printed in the 4th Qtr. 1995 issue of this publication. (Check one if not required to publish.)

(1) If the publication is owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address as well as that of each individual must be given. If the publication is published by a sole proprietorship, the name and address must be stated.) (Do Not Leave Blank.)